

RTIP ID# <i>(required)</i> LALS06					
TCWG Consideration Date February 22, 2011					
Project Description <i>(clearly describe project)</i> Caltrans District 7, in cooperation with the City of Los Angeles proposes to remove the existing "Smart Pedestrian Warning Device" and install a new traffic signal on the intersection of Pacific Coast Highway (PCH)/State Route 1 (SR 1) and Ronan Avenue. Other project features include removal of the existing raised median at the intersection, installation of a left turn pocket for vehicles travelling northbound on PCH to westbound Ronan Avenue, installation of pedestrian crosswalks with zebra stripes along all four legs of the intersection, and upgrading of the ADA curb ramps.					
Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection Signalization and Intersection Channelization					
County Los Angeles		Narrative Location/Route & Postmiles Project is located at the intersection of PCH/SR 1 and Ronan Avenue Caltrans Projects – EA# 4T390			
Lead Agency: California Department of Transportation					
Contact Person Andrew Yoon		Phone# 213-897-6117	Fax# 213-897-1634	Email Andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10 x					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS
<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other	<input type="checkbox"/>	
Scheduled Date of Federal Action: April 2009					
NEPA Delegation – Project Type <i>(check appropriate box)</i>					
<input type="checkbox"/> Exempt		<input checked="" type="checkbox"/> Section 6004 – Categorical Exemption		<input type="checkbox"/> Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	2/11/2011	8/1/2011	12/15/2011	6/1/2012	
End	3/31/2011	2/1/2012	12/31/2011	1/15/2013	
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> This project was initiated as a result of concerns expressed by the Wilmington Middle School traffic coordinator regarding student's safety at the PCH/Ronan Avenue intersection. In a letter dated October 21, 2009 from the City of Los Angeles Department of Transportation (LADOT) to Caltrans, the City indicated that they had completed a comprehensive transportation engineering survey of the PCH/Ronan Avenue intersection and study indicated that it warrants for installation of a traffic signal in accordance with Section 4C.06-Warrant 5, School Crossing of the Manual of Uniform Traffic Control Devices (MUTCD). Following review of the LADOT's Study, Caltrans Office of Traffic Investigations conducted a field survey and recommended that a project be initiated to install a two phase signal at the study intersection as documented in the Traffic Investigation Report dated 2/4/2010. The recommendation also proposed to remove the raised island on the south side of the intersection to allow left turns from northbound PCH to westbound Ronan Avenue; install crosswalk along all four legs of the intersection; and restrict curb parking on PCH and Ronan Avenue by installing red zone curbs.					

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Project area is within the city of Wilmington in Los Angeles County. Wilmington Middle School is located 3 blocks to the northwest and Gulf Elementary School is 2 blocks to the southwest of PCH/SR-1 and Ronan Avenue intersection. Other land uses include residential and commercial.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Pacific Coast Highway Opening Year 2013	ADT	Truck Percentage	AM Peak Hour Volume	PM Peak Hour Volume	PCH/Ronan Avenue Intersection	
					AM LOS	PM LOS
No-Build	40,000	5%	3,414	3,889	A	A
Build	40,000	5%	3,414	3,889	A	A

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Pacific Coast Highway Horizon Year 2035	ADT	Truck Percentage	AM Peak Hour Volume	PM Peak Hour Volume	PCH/Ronan Avenue Intersection	
					AM LOS	PM LOS
No-Build	41,200	5%	3,940	4,200	A	B
Build	41,200	5%	3,940	4,200	A	A

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Ronan Avenue Opening Year 2013	ADT	Truck Percentage	AM Peak Hour Volume	PM Peak Hour Volume
No-Build	1,200	01.0%	102	39
Build	2,200	01.0%	210	137

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Ronan Avenue Horizon Year 2035	ADT	Truck Percentage	AM Peak Hour Volume	PM Peak Hour Volume
No-Build	550	01.0%	123	47
Build	1,650	01.0%	237	168

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

This project consists of installation of a new traffic signal, pedestrian crosswalks, left turn pocket, and upgrading of ADA curb ramps. Proposed project is not anticipated to result in traffic redistribution, but rather is anticipated to improve local access, traffic circulation, operation, and safety within the project area.

Comments/Explanation/Details (*attach additional sheets as necessary*)

This project qualifies for Section 6004 of SAFETEA-LU. It is proposed to be included in the "Minor A" Mobility Category of the Operational Improvement Program, State Highway Operation and Protection Program (SHOPP) category 201.310.

This Categorical Exclusion (CE) signalization and channelization project is proposed to improve access and reduce broadside and pedestrian related accidents. The projected PCH/SR 1 Build 2035 ADT of 41,200, truck percentage of 5 %, Ronan Avenue Build 2035 ADT of 1,650 with 0.1% truck traffic, and intersection Build LOS A for AM and LOS A for PM are far less than those criteria listed in the 40 CFR 92.123(b)(1)(i) through (iv); and the proposed project is not anticipated to result in any impact or increase in PM_{2.5} or PM₁₀ emissions. Therefore, the project should not be considered of air quality concern for PM_{2.5} and PM₁₀.